

FRED KIRCHHOFF APPROVES PLANS FOR FILTRATION

In Statement To The Advertiser Engineer Estimates Cost At \$150,000

BASES HIS FIGURES UPON REPORTS IN DEPARTMENT

Discusses Comparative Value of Two Systems, Fast and Slow Filtration

The amount of bonds, \$150,000, which the city supervisors would float for installation of a filtration plant at the big Nuuanu reservoir, is based on fairly reliable estimates, declares Fred O. Kirchhoff, engineer of the city water works department. Careful plans and estimates for such a plant were made as long ago as 1897, and the reports submitted by trustworthy engineers at that time are still in the records of the water department.

Based on his figures on two different reports, made in 1897 and 1899, and figuring increased cost due to the rise in wages and material values, Kirchhoff estimates that the plant would cost about \$150,000.

In a communication to The Advertiser, the waterworks engineer discusses the different reports and the comparative value of two kinds of filtration, one known as rapid filtration and the other as slow sand filtration. He favors the latter, as do both predecessors in the study of the subject. He writes:

"The water works department of the city of Honolulu has on file a report on the filtration of the Nuuanu water supply of Honolulu, H. I. by Rudolph Hering, hydraulic and sanitary engineer, New York. This report and the accompanying plans were made in 1897. The report, which goes into details of costs of construction and operation of slow filters and rapid filters, comes to the conclusion that slow filters should be installed.

"The site chosen for the filter was the Queen Emma Place at Nuuanu Avenue and Puhi Lane. However, further study of the situation later, in 1899, by F. B. Edwards, then resident engineer on construction of sewers led him to a consideration of a site closer to No. 1 reservoir, and he drew up a plan, showing the general details, for slow sand filters to be placed directly below the reservoir.

"Unfortunately, owing to the lapse of time, Mr. Edwards' report cannot be found, but he, as his plan shows, favored slow filters. The reasons for advocating slow filters are given in Mr. Hering's report, and hold good today, notwithstanding the wonderful improvements in rapid filter construction. It is comparatively a simple problem to estimate the cost of slow filters owing to the standard construction and the use of local materials and ordinary skilled labor.

"There are several makes of rapid filters in the market, all of course patented, and it is impossible to get reliable figures of cost without calling for bids and giving the manufacturers detailed data as to site, analysis of water, etc.

"Mr. Hering's estimates of costs were made seventy years ago, so that they can serve as a guide only, today.

"I have an estimate of the cost of slow filter installation, to pass a maximum of 6,000,000 gallons per twenty-four hours.

"This would consist of five filters with necessary valves, regulators, a filtered water reservoir and a chlorinator, all to occupy space on the lot directly below No. 1 Reservoir, the site proposed by Mr. Edwards.

"I have no detailed figures as to the cost of rapid filters here, except those in Mr. Hering's report.

"Owing to the increased cost of machinery, freight charges, and all classes of labor today, his costs for rapid filters should probably be increased fifty per cent.

"The cost of operating rapid filters would also show an increase owing to the rise in the price of chemicals, not to mention the increased cost of superintendence and skilled labor necessary.

"Rapid filtration requires chemicals while slow does not (except in cases of very turbid waters), so this would be to the advantage of slow filters, especially here, where we are so far from the chemical market.

"Generally the matter of a site with sufficient area is a consideration, but we are fortunate in this respect, having a large lot available.

"The slow filter appeals to me for the reason that, as Mr. Hering says, there is no expensive machinery to get out of order and require repairs and renewals.

"My estimate, which follows, is based on Mr. Edwards' plan and must be understood to be preliminary only. One million gallon reservoir, \$15,000; five slow filters, \$125,000; engineering, \$10,000, making a total of \$150,000.

"I am therefore in favor of slow filters and recommend their installation for the Nuuanu water supply.

(Signed) F. O. KIRCHHOFF, Engineer Honolulu Water Works.

NEW OFFICER ARRIVES

A new officer for the U. S. S. St. Louis, Lieut. J. L. Hall, arrived on the transport Thomas and will this week relieve Lieut. John C. Thom, temporary chief engineer of the cruiser. Lieutenant Thom belongs to the Alert, he is division radio officer, and on submarine duty with the third division.

GUN INVENTOR DIES BY FALL OF 10 FEET

Police of New York Say Morris N. Johnson Committed Suicide

Morris N. Johnson, 70 years old, who was a member of the senior class at Princeton University when President Wilson was a freshman there, was killed yesterday by falling ten feet from a window of his room to the rear yard of 39 Gramercy Park. Johnson rented the room six weeks ago and had dined at the Princeton Club nearby until a few days ago, when illness confined him to his room.

His niece, Mrs. Frederick Schleider, 601 West 136th Street, wife of the organist of the Collegiate Church of St. Nicholas, had then requested the landlady to care for him and provide him with meals. When the woman carried Johnson's breakfast to him yesterday, she said, her lodger was leaning as far out of the window that she feared for his safety. She induced him to return to bed and fastened the window with a nail.

Twenty minutes later Johnson forced open the window and apparently threw himself to the yard, striking on his head. The police decided he had committed suicide. The body and his personal effects were removed to the East Twenty-second Street Station pending instructions from his relatives. His home was at Hackensack, N. J. He was a bachelor.

Johnson was graduated from Andover Academy in 1872, and from Princeton in 1876. For some years he was employed by several financial institutions here. Twelve years ago he was associated with Colonel Brown in the invention and manufacture of a machine gun, a model of which Johnson presented to the Princeton Club where it still has a place in the entrance corridor of the clubhouse, at Lexington Avenue and Gramercy Park.

During the Taft Administration Johnson tried to have his gun accepted by the Government, but was unsuccessful. The weapon has a patented form of wire-chamber, designed for gun boat use or fixed battery. It was said the gun was too heavy for mobile field service. Johnson was later interested in a special form of ammunition. Although he was a college mate of President Wilson and well acquainted with him, he had not recently sought to obtain Government recognition of his gun or ammunition.

Mr. Johnson owned a farm and other realty holdings near Hackensack. He was employed by the Farmers' Loan and Trust Company a year ago, when declining health compelled him to resign. Mr. Johnson leaves a brother, George W. Johnson, at Hackensack, and a sister, wife of Judge J. M. Woods of the State Court, Lewisburg, Penn.

MORE MACHINE GUNS FOR OAHU GARRISON

One Quick Firer To Be Issued To Each Company On Duty In Island

What is probably the most important innovation in the infantry service since 1906, is prescribed in general orders No. 25, Hawaiian Department, dated October 18. This order provides that one Vickers-Maxim machine gun be issued, at once, to every infantry company in the department.

This means that forty-eight of these deadly, quick-firing weapons are to be placed in active commission. The order prescribes that in each regiment twelve sergeants be detailed to instruct the company squads in the handling of these guns, and that each company shall detail a corporal and six privates as a gun crew. Three hundred and eighty-four men in the department to fight with the class of weapon that is proving so effective in Europe, adds greatly to the development of an efficient fighting machine for the protection of the island of Oahu.

The regiments are especially prepared for furnishing the instructors for this new work, thanks to the musketry school at Schofield Barracks, which has just graduated a large class of sergeants for this type of instruction. Major Eames, the commandant of the school, devoted the major portion of the session to training in handling machine guns; and the students taking the course received considerable actual practice in firing.

The department order states that it is not the intention to form an additional machine gun company in each regiment, and that the twelve company gun crews will be united only occasionally, for combined practice.

The plan is that in action the four guns of each battalion shall be carried in a wagon or truck, which shall haul extra ammunition for the guns, and that this wagon or truck be attached to the combat train of the battalion, and follow the battalion into action. The men composing the gun crews will carry their usual company equipment and arms, and accompany their organizations, unless detached for the service of the machine guns.

The funeral of the late Richard L. Hughes, of Elele, Kauai, son-in-law of Mr. and Mrs. John A. Scott, of Wai-naku, Hawaii, was held yesterday afternoon from the Central Union Church, interment taking place in the Nuuanu Cemetery. The body of the deceased arrived yesterday morning in the Kinnu from Kauai, accompanied by the widow and her father and mother, all of whom were at the bedside at the time of Mr. Hughes' death last Wednesday in the Elele Hospital.

MORE CAPITAL FOR ENGELS COPPER

Shareholders Asked To Subscribe Cash To Build Unit of New Mill

A special meeting of the shareholders of Engels Copper Company has been called at Room 393 Mills Building, San Francisco, on Monday, November 27, to consider and vote upon the directors' recommendation to increase the capital stock. The company is now capitalized at \$1,500,000. The directors have recommended that an additional \$500,000 of stock be issued.

Manager Elmer E. Paxton in a letter to the stockholders under date of October 7 gives the reasons why more capital is to be required, as follows: "Since my report of September 1, the showing in the Superior Mine has been exceedingly satisfactory. The main tunnel has been driven about 320 feet, cross-cutting the general strike of the ore, and still in the ore body. The last 100 feet is in good bonate ore, sixty feet of which is very high grade, averaging probably ten per cent copper. The diamond drill work on the upper group is also showing good results, an entirely new large body of ore having been disclosed for over 200 feet.

"Following a recent visit to the property, the directors have decided to begin the erection of the large mill referred to in my last report by installing the first 500-ton unit thereof as soon as practicable. The best modern practice in large mills is to build in units of about 500 tons each, which provides flexibility in operation and permits increase of capacity by adding more units as the development of the mine may justify.

"Plans for the new mill are now being made, and orders for the necessary machinery will be placed in the near future, but it will be several months before it can be shipped, owing to the congested condition of the eastern factories. In the meantime the development of the Superior Mine will be pushed, as it will require at least two months' hard work to open the mine so that 500 tons per day can be drawn therefrom economically. But as the No. 6 tunnel on the Engels group will be completed within the next six months the ore supply for the new mill can be supplemented from the upper mine, if necessary. We will, of course, continue to run our present mill at full capacity, the plan being eventually to concentrate all milling operations at the Lower Camp after the first one of two units are in operation.

"The first unit, together with the necessary camp equipment, water supply, land for tailings, assay office, new mining machinery, etc., will cost about \$150,000. The cost of additional units will be less proportionately, as the tailings, water supply, etc., will have been provided."

Shares Pro Rate At Par — If this increase in capitalization is authorized, 150,000 shares will be offered, pro rata at par to the present shareholders. The total amount sold will thus be about ten per cent of the present capitalization. The remaining \$350,000 in stock will be held in treasury to be sold when necessary to provide further additions to the equipment. Payment in full for the new stock must be made on or before January 20, 1917.

The proposed issue is not a stock dividend as has been erroneously stated. The money derived from the sale of the stock is to be used for building the first unit of a new mill.

Earnings and Dividends — In his letter Mr. Paxton further says that, "it is expected that in the meantime the earnings from the present mill will be sufficient to complete the Indian Valley Railroad, carry on extensive mine development, and maintain the present rate of dividend during 1917, even if there should be a material decline in the price of copper.

When the proposed mill addition is completed, the earnings will be fully doubled, and should insure a very satisfactory dividend at average price of the metal.

Formal offer of the new shares will be made as soon as the issue is authorized by the stockholders and also by the commissioner of corporations of California, the purpose of this communication being to notify stockholders of the proposed allotment as far in advance as possible."

Among the recent arrivals at the Macdonald Hotel are: Mrs. W. Mann and Master N. Parnell Mann, Honolulu; Miss Chas. Los Angeles; Capt. and Mrs. Frank E. Ferris and Miss Frances Ferris, San Francisco; Mr. and Mrs. George E. Hunt, San Francisco; Mrs. Selma Kinnear, Honolulu; Mr. H. F. Osborne and Mr. P. H. Ritchie, Honolulu, and Miss Alice Griffith, Santa Rosa.

Discusses Important Matters With Acting Secretary of the Navy Roosevelt

WASHINGTON, September 27.—Problems involved in construction of the new warships, authorized in the new building program were discussed today by heads of several private shipbuilding firms with Acting Secretary Roosevelt of the navy department and chiefs of the bureau interested. Questions of procedure in connection with the construction bids to be submitted next month were gone over in detail, and particular stress was laid on the necessity of completing the new ships within the time limit fixed by the department.

Mr. Roosevelt announced that, since the shipbuilders had declared speedy construction depended principally on prompt delivery of manufacturing materials, the department had taken up the subject with steel and other manufacturers, and had secured promises that preference in delivering would be given shipbuilding plants doing government work.

Because the shipbuilders are unable to secure all the insurance desired on vessels nearly completed before being turned over to the navy department, some plan of protection from loss in case of accident to the new ships is under consideration. Mr. Roosevelt said the department might decide to take over the care of such vessels in advance of their actual acceptance.

Many Plates Must Be Replaced; She May Sail For Coast Today

Indications are that the Matsen steamer Lurline will be out of commission about one month while at San Francisco undergoing repairs to her hull, damaged in touching bottom last Wednesday morning. This is serious news for the island. It does not make much difference as to passengers, although the Lurline can handle about fifty cabin, but there will be an irreparable loss of 9000 or 7000 tons of down freight, adding to the congestion existing now. It is fortunate that the planks did not come during the sugar season. "Up freight has ceased off to a point where it can be loaded without trouble by the other vessels. Whether the Hiloian or Enterprise will carry passengers temporarily is not known.

The Lurline is being repaired for the voyage up. Work may be finished today. Whether she will sail today depends upon the verdict of United States Inspectors Meany and Heeney, who will examine her after Alex. Lyle's men have finished.

Plugs Driven Into Seams — Work yesterday was driving small wood plugs into the openings of the spruce planks. A tarpaulin will be placed over the deck today and a new pump, which was being connected up yesterday, will be placed in service.

Ten or eleven plates will have to be replaced at San Francisco. It is believed. The Lurline's keel is covered completely by plates which encircle it, the keel itself being between the two skins, unlike the Manchuria class, which have a three-inch by fourteen inch keel outside. Five or six of the damaged plates are on the keel. There is a dent about six inches deep, of an undetermined length.

But the curious feature is this. There is another dent, about four inches deep and sixty feet long, on the port side between the bilge keel and the center of the vessel. Four or five plates here probably will have to come out.

Port Side Was Offshore — As the Lurline was moving toward Honolulu down the channel, the port side was the offshore side. That there should be a dent there can mean only that she was well inside the shoals which she struck. Divers worked in the dark for some time, as they naturally looked for the damage on the starboard or inshore side.

The Matsen line will be put to expense of several thousand dollars for repairs. Neither freight nor passengers will be taken to San Francisco this voyage.

LURLINE WILL BE LAID UP A MONTH FOR REPAIR WORK

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SHIPBUILDERS GIVEN POINTS ON WARSHIPS

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SPORTS

CLOSE CALL FOR WRECKING CREW

First Infantry Ties Score: Twenty-fifth Gets Breaks; Rogan Saves Day

STANDING OF THE FOOT LEAGUE TO DATE

SCHOFIELD BARRACKS, October 21.—The Twenty-fifth Infantry moved out their game with their old-time rivals, the First Infantry, here this afternoon; but they had the squeeze of their lives, and their usual luck prevailed again to turn the victory their way. They had a good, safe lead of six runs when they took the field in the last of the seventh frame, but the Eastern batters then started a whirlwind batting rally which sent Auston to the discard, Rogan to the rescue, and Twenty-fifth Infantry stock to the cellar.

The way they went after Auston was a shame, and then, to make things better for the cheering partisans of the First Infantry, who crowded the north side of the bleachers, Judd hit out a home run with the bases full. Pandemonium reigned for some minutes, for he scored was tied. Five hits and six runs scored, while Auston, vainly tried to stop the attack, and there was not one down when Manager Chaney sent the redoubtable Rogan in to save the day. He stopped further scoring, and after two were down in the fourth inning, a wild heave by Nichols of Swanton's hit to short, followed by a race of singles by Rogan and Johnson, gave the upper post team the game, two to eight.

Brinda Does Good Work — Brinda, the new pitcher of the First Infantry, made his first appearance, and his start was most auspicious. He fanned the Wreckers right and left during the first periods of the game, but in the fifth the Schofielders solved his delivery, annexing two runs and as many hits an inning up to the seventh.

At this point the First Infantry found Auston, and before the batting order could be stopped they had tied the score. Rogan was then sent to the box, and held the First Infantry safe the rest of the distance. Of the eight batters who faced Rogan in the last two innings five struck out. The feature of the batting was the extra base hits, with Judd, Auston and Johnson figuring with home runs.

25TH INFANTRY

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

First Infantry

SPORTS

COAST PENNANT TO LOS ANGELES

Frank Chance's Team Cinched Flag Yesterday; Oaks Win Again

PACIFIC COAST LEAGUE

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DETROIT MAY TRAIN ON PACIFIC COAST

SAN FRANCISCO, October 9.—If plans go right, there will be a major league baseball club training in California next spring, with a limited number of exhibition games between the visiting big leaguers, San Francisco, Los Angeles and possibly Oakland. Detroit will be the club, according to the present scheme, but with the understanding that Ty Cobb joins his team during the training season and takes part in the games with Coast league talent.

To make this move it will be necessary for the Coast league directors to rescind a resolution barring major league clubs from Coast league parks, either for spring games or post-season matches.

"I'm in favor of such a proposition," said Henry Barry, president of the San Francisco club, today. "While he subject has not been taken up by the league directors, I am certain they will vote for it. Two years ago we had the White Sox here, and our receipts for the spring games counted something like \$5000."

San Francisco, October 22.—Although Los Angeles lost to Portland today they have cinched the 1916 pennant of the Pacific Coast League. Frank Chance former Cub star, and manager of the Angels must be given credit this year for keeping the Los Angeles team at the top of the list. They have held the first rung for a considerable time, but many times were all but unseated by the Tigers. Vernon has shown a slump for the past three weeks and taboaned in such quick fashion that the Angels were left high and dry in the lead.

San Francisco has been a menace to the leaders all season long, and at one time it looked as though the Giants would cause the down fall of Chance's aggregation.

Oakland seems invincible. For the fourth consecutive time they won from Vernon. It has been the two cellar teams which have proved so dangerous this year to the leaders.

Castle & Cooke, LIMITED.

SUGAR FACTORS, SHIPPING AND COMMISSION MERCHANTS INSURANCE AGENTS.

Ewa Plantation Company, Wailuku Agricultural Co., Ltd., Apakana Sugar Co., Ltd., Kohala Sugar Company, Wahiawa Water Company, Ltd.

Fulton Iron Works, of St. Louis, Babcock & Wilcox Company, Green's Fuel Economizer Company, Chas. C. Moore & Co., Engineers.

MATSON NAVIGATION COMPANY